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Newsline

Newsletter of the Montana Department of Transportation Rail, Transit & Planning Division

September 2004

New Missouri River Ferryboats Dedicated at McClelland

Operator Grace Sanford pilots the new McClelland ferry across the Missouri.

Guests take a celebratory ferry ride.

Margie Wilkins and Julia Jackson christen the new vessel.

Over one hundred people gathered at the McClelland-Stafford Ferry Crossing on August 4 to dedicate the new McClelland-Stafford ferry and to celebrate the addition of three new ferryboats to Montana's Missouri River fleet.

The ceremony took place at the McClelland-Stafford Ferry Crossing, about 15 miles north of Winifred. The other new ferries will operate at Virgelle and Carter. They are replacing boats that were over 60 years old.

Representative Dennis Rehberg and Grace Sanford, who runs the ferry with her daughter Susan Allen, cut a red ribbon officially dedicating the new vessel. Two long-time residents of the area, Julia Jackson and Margie Wilkins, both descendants of early Montana homesteaders, christened it with a well-aimed bottle of champagne.

This project was a joint effort of the Montana congressional delegation led by Senator Conrad Burns; MDT; and Blaine, Chouteau, and Fergus Counties. In 2000, Montana received a federal Ferry Boat Discretionary Funds earmark of over $1.3 million. This was the first time Montana ferries were eligible for federal funding. Previously, ferries needed to be on a major route to receive funding, and Montana's ferries did not qualify. This earmark required matching funds. MDT put up $222,000, and Blaine, Choteau, and Fergus Counties put up $105,000 collectively. In 2003, another federal earmark added almost $1.1 million to the project.

MDT Director Dave Galt was master of ceremonies at the dedication. Congressman Rehberg and representatives for Senators Max Baucus and Conrad Burns spoke to the crowd as did Commissioners Don Swenson of Blaine County, Harvey Worrall of Chouteau County, and Vern Petersen of Fergus County. Other speakers included Montana State Senators Ted Butcher and Ken Hansen, Marvin Rehbein of Rehbein Transportation Inc., John Pavsek of Morrison-Maierle Inc., and Josh Giffin of Diamond Construction.

Morrison-Maierle Inc. designed the boats, towers, and facilities. Rehbein Transportation Inc. of Plains built the boats, and Diamond Construction of Helena built the towers. About $300,000 remains from the earmark, which MDT will use to replace the ferry terminals.

MDT thanks all three members of Montana's congressional delegation for their efforts in obtaining special funding for this project.

MDT Wants Your Comments . . .

Check the back page of Newsline for information about a new MDT Web page that lists highway projects the Department plans to present to the Transportation Commission. These are projects that did not appear in the last Statewide Transportation Improvement Program.

State Completes Railroad Branch Lines Study

Although railroads have abandoned many of Montana's branch lines over the last fifty years, the remaining lines still provide an important transportation service to Montana shippers and communities. This is especially true in communities that rely on branch lines to ship agricultural products to national and international markets. That is why the Montana Departments of Transportation, Commerce, and Agriculture recently joined forces in a two-phase study to address branch line abandonment issues facing Montana.

The first phase of the study, which was conducted by RL Banks and Associates, focused on Burlington Northern and Santa Fe Railway's (BNSF) proposal to abandon two Eastern Montana branch lines. The two lines run from Plentywood to Scobey and from Glendive to Circle. Working with shippers, elected officials, and the three state agencies, RL Banks analyzed the status of the two lines to develop recommendations for preserving the lines.

Since completing the first phase of the study in July, BNSF has announced plans to move forward with the abandonment of the Glendive-to-Circle line from a point just west of Glendive to the end of the line in Circle. BNSF has also announced it intends to sell its Bainville-to-Scobey line to a short-line railroad as part of a larger arrangement that would also include the lease of the Glendive-to-Snowden line.

The second phase of the Montana Branch Line Study includes updated traffic and condition information about ten other important branch lines across Montana. The study also includes an analysis of the future financial viability of the following lines:

- Great Falls to Helena
- Moore to Lewistown
- Missoula to Darby
- Valier Branch
- Moccasin to Geraldine
- Havre to Big Sandy
- Eastham Junction to Choteau
- Westby to Whitetail
- Bainville to Plentywood
- Great Falls to Fort Benton

For more information about the Montana Branch Line Study, contact Dick Turner at 444-7289 or *dturner@state.mt.us*. The study can also be viewed on MDT's website at *www.mdt.state.mt.us/tranplan/*.

Montana Adopts Manual On Uniform Traffic Control Devices

On June 30, MDT adopted the 2003 edition of the *Manual on Uniform Traffic Control Devices* as its guide for traffic signs, signals, and markings. This brings MDT into compliance with state law which mandates a uniform system of traffic control devices within Montana. The Federal Highway Administrator has approved this guide as the national standard for traffic control devices.

The manual is available at *http://mutcd.fhwa.dot.gov/* on the Internet. Users may purchase a hard copy from the American Association of State Highway and Transportation Officials at *www.transportation.org*, the American Traffic Safety Services Association at *www.atssa.com*, or the Institute of Transportation Engineers at *www.ite.org*.

Transit Tales

Rimrock Trailways Takes Over Greyhound Routes

On June 25 Greyhound Lines Inc. announced plans to restructure its national system to eliminate unprofitable routes. The changes, which became effective on August 18, included dramatic reductions in service in Montana and other northern-tier states. For Montana, the most significant change was the elimination of the Billings-to-Fargo service, which provides essential intercity bus service to Eastern Montana communities.

Following Greyhound's announcement, MDT and the communities, businesses, and passengers that relied on Greyhound for freight and passenger services were very concerned about the planned cuts in this critical service. Fortunately, after discussions with Montana and North Dakota officials and other interested parties, Rimrock Trailways of Billings agreed to take over most of the reduced Greyhound service including the route from Billings to Fargo. Rimrock Trailways began its new service on August 18 so there would be minimal disruption of service. Although Greyhound will continue to serve some Western Montana communities, Rimrock Trailways is now the largest intercity bus provider in Montana.

Because of the importance of intercity bus service to Montana communities, MDT supports this essential service through its Section 5311(f) Intercity Bus Program. Over the last few years, federal funding from this program has supported infrastructure improvements such as a major rehabilitation of the Billings depot as well as operating assistance to Montana's intercity bus providers. For more information on the Intercity Bus Program, contact Tom Stuber at 444-9216.

New Transit Supervisor Chosen

Tom Steyaert has been appointed acting transit supervisor for the Rail, Transit and Planning Division. Tom is a graduate of Montana State University and brings almost 20 years of transportation-related experience to his new position.

Tom joined MDT in 1985. His first job with the Department involved collecting highway data in Central and Eastern Montana. He worked in the Bridge Bureau and the Engineering Management Unit before moving to the Rail, Transit and Planning Division, where he was most recently the division's air quality specialist and rail program manager. To contact Tom, call 444-4210 or send an e-mail to *tsteyaert@state.mt.us*.

Transit Grant Workshops Start in October

The application process for fiscal year 2006 transit grants is about to begin**.** MDT's Transit Section is gearing up for the application processes and will conduct workshops in October for the Capital Assistance Program and the Transportation Assistance for the Disabled and Elderly (TransADE) Program. Both programs are available to any eligible organization that provides transportation services exclusively to the elderly and persons with disabilities.

The Capital Assistance Program provides federal funds to cover 80 percent of the cost of vehicles and related equipment. The local agency must contribute the remaining 20 percent. The TransADE Program provides operating funds on a 50/50 funding basis to agencies serving the elderly and disabled. State law requires recipients to develop a strong, coordinated system in their communities.

The workshops will provide information on eligibility criteria and time lines. MDT staff will be on hand to answer questions. Workshop locations, dates, and times are listed below:

Butte: Tuesday, October 5, 2004
Belmont Senior Citizens Center
615 East Mercury Street
444-4265
TransADE Workshops 10 a.m. to 12 noon
Capital Assistance Workshop 1 p.m. to 3 p.m.

Havre: Wednesday, October 6, 2004
MDT Havre Field Office
Havre Conference Room
1671 Highway 2 West
444-4265
TransADE Workshop 10 a.m. to 12 noon
Capital Assistance Workshop 1 p.m. to 3 p.m.

Polson: Thursday, October 7, 2004
Lake County Public Health Department
Conference Room
802 Main Street
444-4265
TransADE Workshop 10 a.m. to 12 noon
Capital Assistance Workshop 1 p.m. to 3 p.m.

Glendive: Wednesday, October 20, 2004
MDT Glendive District Office
Glendive Conference Room
503 North River Avenue
444-4265
TransADE Workshop 10 a.m. to 12 noon
Capital Assistance Workshop 1 p.m. to 3 p.m.

Billings: Thursday, October 21, 2004
MET Transit
1705 Monad Street
444-4265
TransADE Workshop 10 a.m. to 12 noon
Capital Assistance Workshop 1 p.m. to 3 p.m.

Applications for fiscal year 2006 Capital Assistance and TransADE grants are due to the Transit Section no later than Tuesday, February 1, 2005. The Transit Section and the multi-agency Selection and Screening Committee will review applications by March 18, and results will be announced before April 29, 2005.

If you have questions about these workshops, please contact Patrick Sanders at 444-4265 or *psanders@state.mt.us* or David Jacobs at 444-6120 or *dajacobs@state.mt.us*.

Highway Program Reauthorization

Congress's fifth TEA-21 program extension will carry the highway program through September 24, 2004. An additional extension will be necessary to close federal fiscal year 2004, and it is likely Congress will pass another extension to carry the program into and partially through the next fiscal year. This will give the House and Senate Conference Committee time to work out differences between the House bill and the Senate bill. Montana is well represented in the conference committee with Congressman Rehberg on the House Transportation and Infrastructure Committee and Senator Baucus as the Ranking Member of the Senate Finance Committee. Both Representative Rehberg and Senator Baucus will continue their efforts to protect and advance Montana's interests. On the appropriations front, both the House and the Senate have now marked up appropriation bills for fiscal year 2005. Senator Burns is on the Appropriations Committee and will be keeping a close eye on Montana's interests

U.S. Highway 2 Update

U.S. 2 as it is today

An example of the preferred alternative

Each year during Montana's short but busy construction season, most Montanans see firsthand how MDT works with private construction companies to maintain and improve Montana's critically important highway system. However, most Montanans see little of the extensive behind-the-scenes work that MDT staff and consultants do to develop these projects in accordance with state and federal standards and laws, such as the National Environmental Policy Act. Although most of the hundreds of projects that MDT is developing at any one time are straightforward and of interest only to residents of a relatively small area, MDT occasionally develops projects with larger scopes that are of interest to residents of much broader areas. Following is a status report on one of these major efforts on an important Montana highway that demonstrates the level of analysis necessary to ensure MDT's highway projects are cost-effective and appropriate.

Background The need for major improvements on U.S. 2 between Havre and Fort Belknap is obvious to all who drive this highway. Most of this segment of U.S. 2 was constructed in the 1940s; and based on current design standards, the highway has substandard shoulders, inadequate clear zones and side slopes, narrow bridges, and inadequate distances between the highway and busy railroad crossings.

After over two years of technical analysis and public input, MDT and the Federal Highway Administration (FHWA) are nearing completion of an Environmental Impact Statement (EIS) for the 45-mile segment of U.S. 2 between Havre and Fort Belknap. Based on the information developed through this process, MDT and FHWA have agreed on a preferred alternative for future improvements to this important highway corridor.

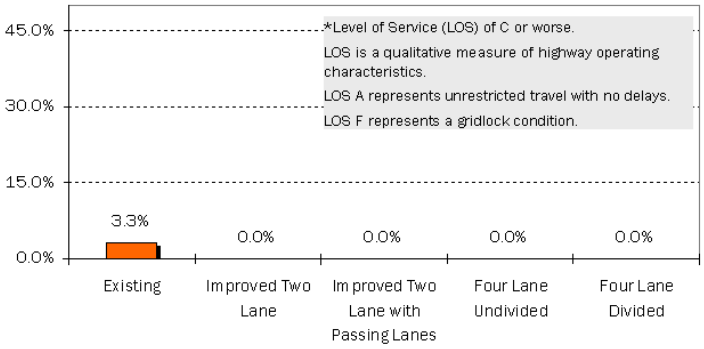
The Draft EIS analyzed four alternatives: (1) improving the existing two-lane highway, (2) improving the existing two-lane highway and adding passing lanes, (3) building a four-lane undivided highway, and (4) building a four-lane divided highway.

FHWA and MDT believe an improved two-lane highway with intermittent passing lanes and wide shoulders in rural areas and a center left-turn lane in Chinook will address the purpose and need for the project with the least environmental impact and lowest short- and long-term costs. Following is a summary of the reasons for this decision:

Traffic Flow The segment of U.S. 2 between Havre and Fort Belknap currently has average traffic volumes of approximately 2,500 vehicles per day, adjusted for seasonal variations. In comparison, U.S. 93 between Ronan and Polson, U.S. 212 between Laurel and Rockvale, and U.S. 89 between Emigrant and Livingston have daily traffic volumes of approximately 11,300, 6,800 and 3,500, respectively. Based on historic growth rates, the EIS estimates that traffic volumes on the Havre-Fort Belknap corridor will increase to approximately 3,800 vehicles per day by 2027.

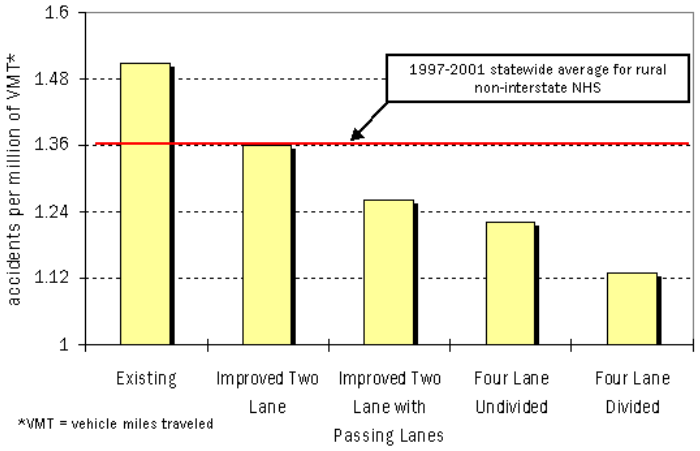
The improved two-lane with passing lanes alternative would provide a high level of service consistent with MDT standards for major reconstruction projects on similar rural highways.

Percent of Corridor Under Moderately Congested* or Worse Conditions in 2027



Safety Although this highway currently has an accident rate slightly above the statewide average for similar highways, the accident severity rate is slightly less than the statewide average. All the alternatives analyzed in the Draft EIS would reduce the accident rate to at or below the statewide average. Although the analysis indicates that the four-lane alternatives would provide slightly lower accident and severity rates, the improved two-lane with passing lanes alternative will provide a highway with a very low accident rate of 1.26 accidents per million vehicle miles traveled. The difference between this rate and the rate for the four-lane undivided alternative is 0.04 accidents per million vehicles miles traveled.

Accident Rates



When the economic analysis includes cost, the benefit/cost ratio for the improved two-lane with passing lanes alternative is 46 percent higher than the benefit/cost ratio for the four-lane divided alternative.

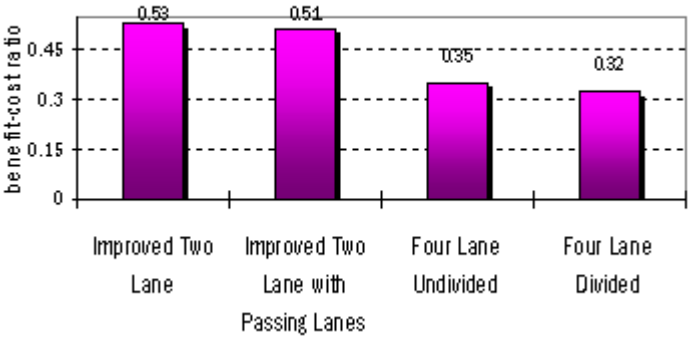
Although the economic analysis was limited to the 45-mile segment of U.S. 2 covered by the EIS, the results are consistent with an analysis of the entire U.S. 2 corridor using the Highway Economic Analysis Tool that is being developed for the Montana Highway Reconfiguration Study.

Some supporters of the four-lane alternatives maintain that a four-lane U.S. 2 in Montana is an essential part of a larger economic initiative to create a four-lane U.S. 2 from western Washington to eastern Minnesota. However, U.S. 2 in Washington, Idaho, North Dakota, and Minnesota is not all four lanes now, and these states have no plans to four-lane all of U.S. 2 within their boundaries (see map below).

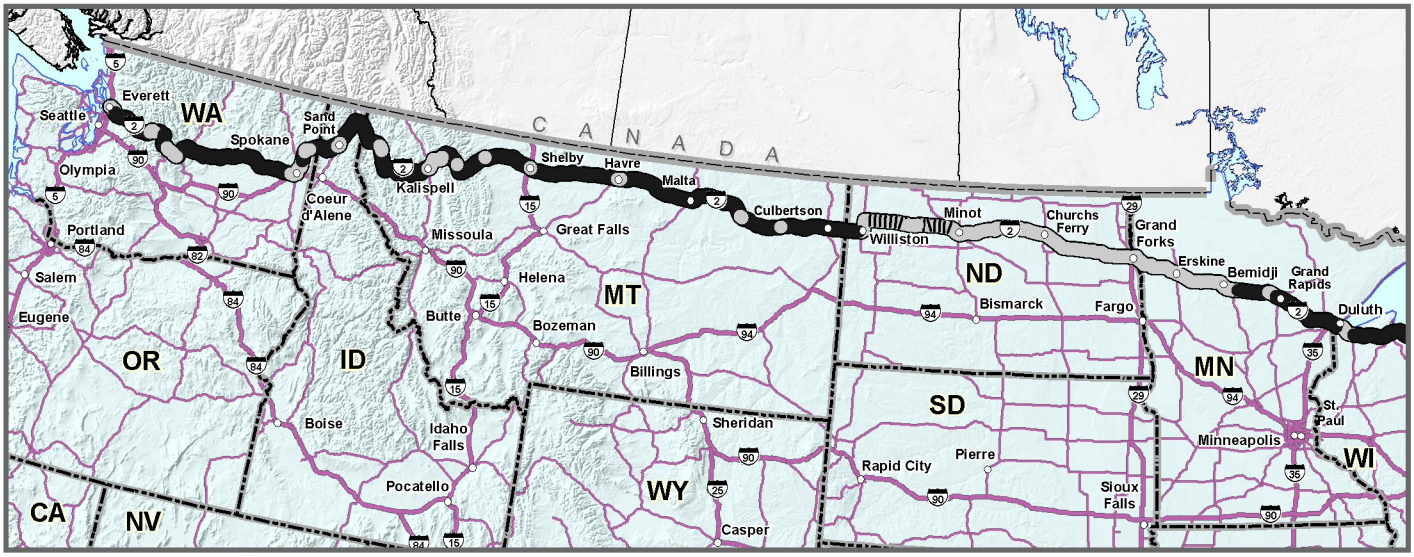
Economic Analysis The EIS concluded that, while a safe and modern U.S. 2 is important to the area's economy, major capacity improvements "on their own are unlikely to generate significant regional economic development benefits." The report goes on to say that corridor economic growth depends on factors other than U.S. 2, including distance to market, lack of capital, and market demand constraints.

The EIS employed a widely used economic analysis model called StratBENCOST to estimate the potential economic benefits of the four alternatives. These estimates indicate the alternatives would produce similar economic benefits. In fact, total benefits for the four-lane divided alternative are only 15 percent higher than the benefits for the improved two-lane alternative.

Benefit-Cost Ratio Over 25 Years



US HIGHWAY 2
BUILT AND COMMITTED FOUR-LANE STANDARD



Map Legend
- Two-Lane
- Four-Lane
- Committed Four-Lane
- NHS Interstate Route
- NHS Non-Interstate Route
- State Boundary

Scale in Miles
75 37.5 0 75 150 225 300
100 50 0 100 200 300 400
Scale in Kilometers
1:13,800,000

PREPARED BY THE
STATE OF MONTANA
DEPARTMENT OF TRANSPORTATION
ROAD INVENTORY AND MAPPING SECTION
Created September 2004 in ArcGIS 9 using ArcMap. ESRI, Inc.
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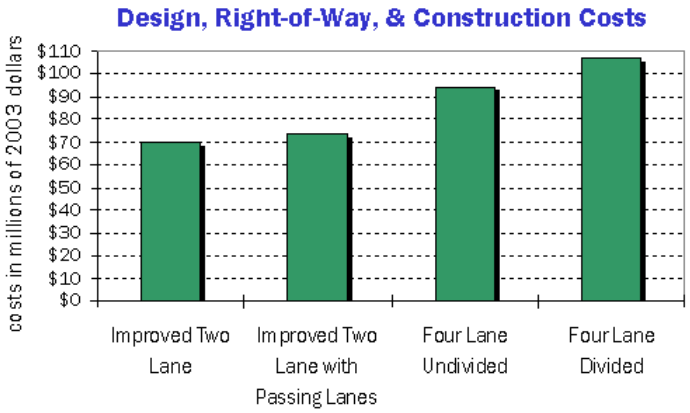
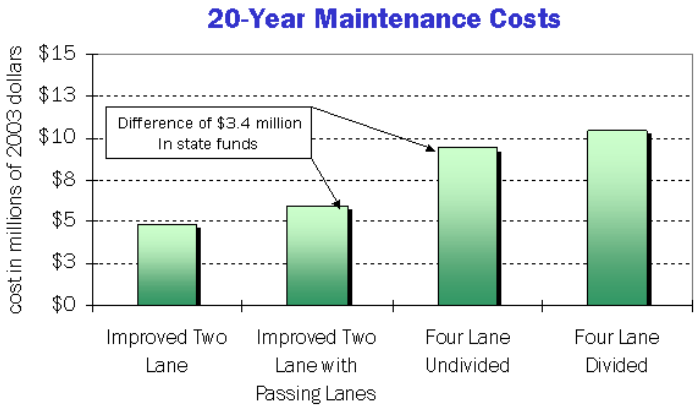
Cost The estimated cost to design and construct the four alternatives ranges from $69.7 million for the improved two-lane design to $106.8 million for the four-lane divided alternative.

Within the Great Falls Highway District, where the Havre to Fort Belknap Project is located, there are 509 miles of highway on the National Highway System (NHS) supported by $15 million annually. The least expensive four-lane alternative, a four-lane undivided highway, would cost an estimated $94.5 million. The preferred alternative, an improved two-lane highway with passing lanes, would cost an estimated $73.4 million. The difference in cost for these two alternatives is $21.1 million. This difference is $6.1 million more than the entire annual NHS budget for the Great Falls District.

Although MDT can use its normal federal and state funding to pay for the construction of the two-lane with passing lanes alternative, Senate Bill 3, passed during the 2001 legislative session, requires MDT to use special federal funding that does not require a state match to pay for the increased costs of the four-lane alternatives. This type of federal funding is difficult to obtain and predict.



In addition to design and construction costs, the EIS also estimates the long-term maintenance costs for each of the alternatives. This is an important consideration because state funds pay for the majority of maintenance costs whereas the construction costs are largely paid for with federal funds. The difference in 20-year maintenance costs between the improved two-lane with passing lanes alternative and the four-lane undivided alternative is $3.4 million.



Environmental and Community Impacts The EIS describes the impact of each alternative on cultural resources, wetlands, floodplains, hazardous material sites, businesses, and communities. The extent of these impacts is generally proportional to the width of the alternative: In other words, the wider the alternative, the greater the impacts. For example, on U.S. 2 from Havre to Fort Belknap, the two-lane alternatives would adversely affect three historic properties, while the undivided four-lane alternatives would adversely affect five such properties.

The relative impacts on wetlands are especially important because federal law requires states to obtain a permit from the U.S. Army Corps of Engineers for any project that impacts wetlands. In the case of the four alternatives in the EIS, the Corps has told MDT and FHWA that *it will not issue a permit for any alternative that has greater impacts than the two-lane alternatives* since these alternatives meet the purpose and need for the project with the least impact to wetlands.

Public Input The public involvement process for the EIS included numerous public meetings and workshops, work with a Citizens Advisory Committee, public and trucking industry surveys, interviews with key highway users including emergency responders and school bus operators, and a general public comment period on the Draft EIS.

The Final EIS will include all the comments as well as responses to comments where appropriate. In general, comments focused on economic growth and safety issues. Supporters of the four-lane alternatives, including the Citizens Advisory Committee, Highway 2 Association and Fort Belknap Indian Community Council, believe these alternatives would provide significant economic development and safety benefits over the two-lane alternatives. Several commented that the scope of the EIS should be expanded to include the entire U.S. 2 corridor within Montana or between Seattle and Minneapolis to accurately reflect the multi-state economic corridor.

The Highway 2 Association also submitted a critical review of the economic analysis in the EIS. This review, the Cooper Report, criticized the EIS analysis, in part, for using incomplete information and for not including a new economic development plan for the U.S. 2 corridor. However, federal and state economists who reviewed the report note that the Cooper Report used incorrect data and analysis methods to reach its conclusions.

Others commented that a high quality two-lane highway would be adequate for the corridor and that the four-lane alternatives would be needlessly expensive and disruptive to the adjacent area.

The Environmental Protection Agency wrote that it supports the two-lane alternatives because they fulfill the purpose and need for the project with fewer adverse impacts.

The Final EIS is scheduled for release in late October with a Record of Decision by FHWA by late November or early December. Once the Record of Decision is final, MDT plans to move forward with the design of the first project on this corridor.

For more information on the U.S. 2 Havre to Fort Belknap EIS, call Mick Johnson at 454-5887 or Karl Helvik at 444-5446 or visit *www.mdt.state.mt.us*.

The Four Corners-West Project

Before

This photo of MT 84 between Bozeman and Norris was taken in 2000.

After

A photo of the same section taken in 2004 shows a wider, safer highway with rumble strips and a new, much safer intersection with Churchill Road.

Check the Road Before You Go

If you plan to travel in Montana, it's easy to find out ahead of time what road and weather conditions you may encounter.

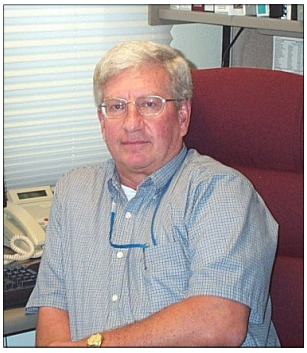
MDT's traveler information Web site (*www.mdt.state.mt.us/travinfo/*) provides a wealth of information including weather and road conditions, tire and load restrictions, and rest area locations. There are also links to traveler information sites in other states and Canada.

For specific information, click on *RWIS/Cameras*, *Road/Weather Information Data*. There you'll find a map showing 18 sites where MDT cameras transmit color images of the road surface every 30 minutes. The map also shows 60 Road/Weather Information System (RWIS) sites where instruments transmit real-time air, wind, precipitation and road surface conditions. Click on the green triangles to display the data.

Road and weather information is also available by phone. The traditional 1-800-226-7623 number provides statewide road and weather information. The recording is updated every 30 minutes or when major changes occur.

The nationwide traveler information number, 511, is a relatively new source that offers 24-hour real-time travel information. Although a number of states have not yet started this service, in the West it is available in Montana, North and South Dakota, Utah, Arizona, northern California, Oregon, and Washington. Motorists can dial 511, enter their location, and receive a site-specific report on road and weather conditions.

New CTEP Engineer Chosen



Michael Wherley is MDT's new CTEP Engineer and Section Supervisor.

Mike is a Montana native who grew up in Missoula. He graduated from Washington State University with a degree in civil engineering. Following graduation he served two years with the Peace Corps in Liberia, West Africa, where he worked in the Rural Development Program helping local people build roads, schoolhouses, healthcare clinics, and market facilities.

Mike has over 30 years of engineering experience including 18 years in the private sector as a consulting engineer. For 15 of those years he worked for HKM Engineering in Billings and Sheridan Wyoming. Mike came to MDT in 1993 and worked in the Hydraulics Section before moving to CTEP in June.

CTEP, which stands for Community Transportation Enhancement Program, is a state program that provides federal funds to local and tribal governments for transportation enhancement projects. For more information, contact Mike Wherley at 444-4221 or *mwherley@state.mt.us.*

Watch the December Newsline for the conclusion of *A Tabloid History of Montana* by Bob Fletcher.

MDT Wants Your Comments

To view the list of highway projects MDT plans to present to the Transportation Commission, go to *www.mdt.state.mt.us* and click on the Rail, Transit & Planning link under *Departments*. From there, click on *2005 Proposed Highway Projects*. If you prefer to receive the list by mail, call us at 1-800-714-7298.

Mail your comments on proposed projects to MDT at the following address or e-mail them to *mdt2005pe@state.mt.us.*

MDT Project Analysis Chief
PO Box 201001
Helena, MT 59620-1001

Inside This Issue

Contact Information

Only the most frequently requested numbers are listed here. For an area or person not listed, call 800-714-7296 (in Montana only) or 406-444-3423. The TTY number is 406-444-7696 or 800-335-7592.

Administrator (Sandra Straehl)..... 444-7692
.....sstraehl@state.mt.us
Bike/Pedestrian 444-9273
.....dturner@state.mt.us
Map Orders (Karen Horne-Smith)..... 444-6119
..... khorne@state.mt.us
Multimodal Planning (Dick Turner)..... 444-7289
.....dturner@state.mt.us
Projects (Gary Larson)..... 444-6110
.....glarson@state.mt.us
Secondary Roads (Wayne Noem)..... 444-6109
.....wnoem@state.mt.us
Road Data & Mapping (Zia Kazimi)..... 444-6111
..... zkazimi@state.mt.us
Traffic Data (Dan Bisom) 444-6122
.....dbisom@state.mt.us
Transit (Tom Steyaert) 444-4210
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Statewide & Urban Planning (Lynn Zanto)..... 444-3445
.....lzanto@state.mt.us
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6,544 copies of this public document were published at an estimated cost of 46¢ per copy for a total of $3,024 which includes $1,001 for printing and $2,023 for distribution. Alternative accessible formats of this document will be provided upon request. For further information call (406)444-6331. The TTY number is (406)444-7696 or (800)335-7592.

MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment.

Rail, Transit & Planning Division
Montana Department of Transportation

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Federal Hazard Elimination Program

What is the Hazard Elimination Program?

The Hazard Elimination Program is a federal program that funds safety improvements at high-hazard accident locations. Some examples of the types of projects addressed with these funds are signing, striping, delineation, guardrail installation, slope flattening, and roadway realignment.

Who manages the program?

MDT's Safety Management Section annually reviews investigated accidents of record and sites submitted by local agencies in order to develop a priority list of locations that could participate in this program.

Where does the money come from?

Ninety percent of the money for safety improvements at these locations comes from the federal government (Highway Trust Fund). Ten percent comes from the state or local governments.

Who is eligible?

To be eligible, a city or county must regularly report accidents to the Montana Highway Patrol for recording in the Transportation Information System. The proposed improvement must not be a maintenance function.

What are the goals of the Hazard Elimination Program?

The goal of the Safety Management System and the Hazard Elimination Program is to reduce the number and severity of crashes on Montana roadways.

How are high-hazard locations identified?

High-hazard locations are identified by accident trends based on the number of crashes, accident rates, severity of crashes, or a combination of these factors.

How many locations can applicants submit from each city or county?

Applicants may submit up to five locations annually. These sites will be included in the overall statewide ranking and priority listing.

What information should you submit with the application?

You will need to include a safety priority list, accident analysis, traffic information, and proposed improvements. (See the application on the back of this page.)

What is the review and approval process?

After MDT receives all the applications from participating cities or counties, the Safety Management Section develops a list of priorities according to benefit/cost ratio. Next we develop a program for improvement subject to availability of funds and a benefit/cost ratio greater than 1.0. The Transportation Commission approves the list of projects and includes it in their minutes.

Where should you send the application?

Safety Management Section
Montana Department of Transportation
PO Box 201001
Helena MT 59620-1001
(406)444-6113

What is the deadline for submitting applications?

May 31, 2005

Federal Hazard Elimination Program Application

Each city or county should submit one application per intersection or high-hazard location (up to five) to be considered for funding along with a copy of the safety priority list for their jurisdiction.

Send to: **Safety Management Section**
Montana Department of Transportation
PO Box 201001
Helena MT 59620-1001

1. **City, county or road agency** _____

2. **Contact person (name, address and phone number):**
   _____
   _____
   _____

3. **Location description for intersection or hazard area** _____
   _____
   _____

4. **Collision diagram of investigated accidents**
   a. **Type (pedestrian, angle, rear-end, other, etc.)**
   b. **Severity (fatal, injury, or property damage)**

5. **Time period for the data:**
   from _____ **to** _____
   (date) **(date)**

6. **Average annual daily traffic:** _____

7. **Accident trend and countermeasures**
   a. **Identified accident trends**
   b. **Corrective measures proposed to address the accident trends**

8. **Proposed improvements**
   a. **Improvement to be considered and a sketch of the improvement**
   b. **Cost estimate for the improvement**

***** Please attach a diagram and analysis to the application.*****